

**U.S. 231 FROM I-70 TO I-65**

**ENVIRONMENTAL ASSESSMENT/CORRIDOR STUDY**

# **Final Report**

*Prepared for:*

**Indiana Department of Transportation**

*Prepared by:*

**The Corradino Group**

**March 2003**

**(Revised 6-26-03)**

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\* Note: The full *Purpose and Need* and *Preliminary Alternatives Analysis* reports are stand alone documents and are not included in this Final Report. The "Summaries" for these reports are included in these appendices for convenient reference only.

## Introduction

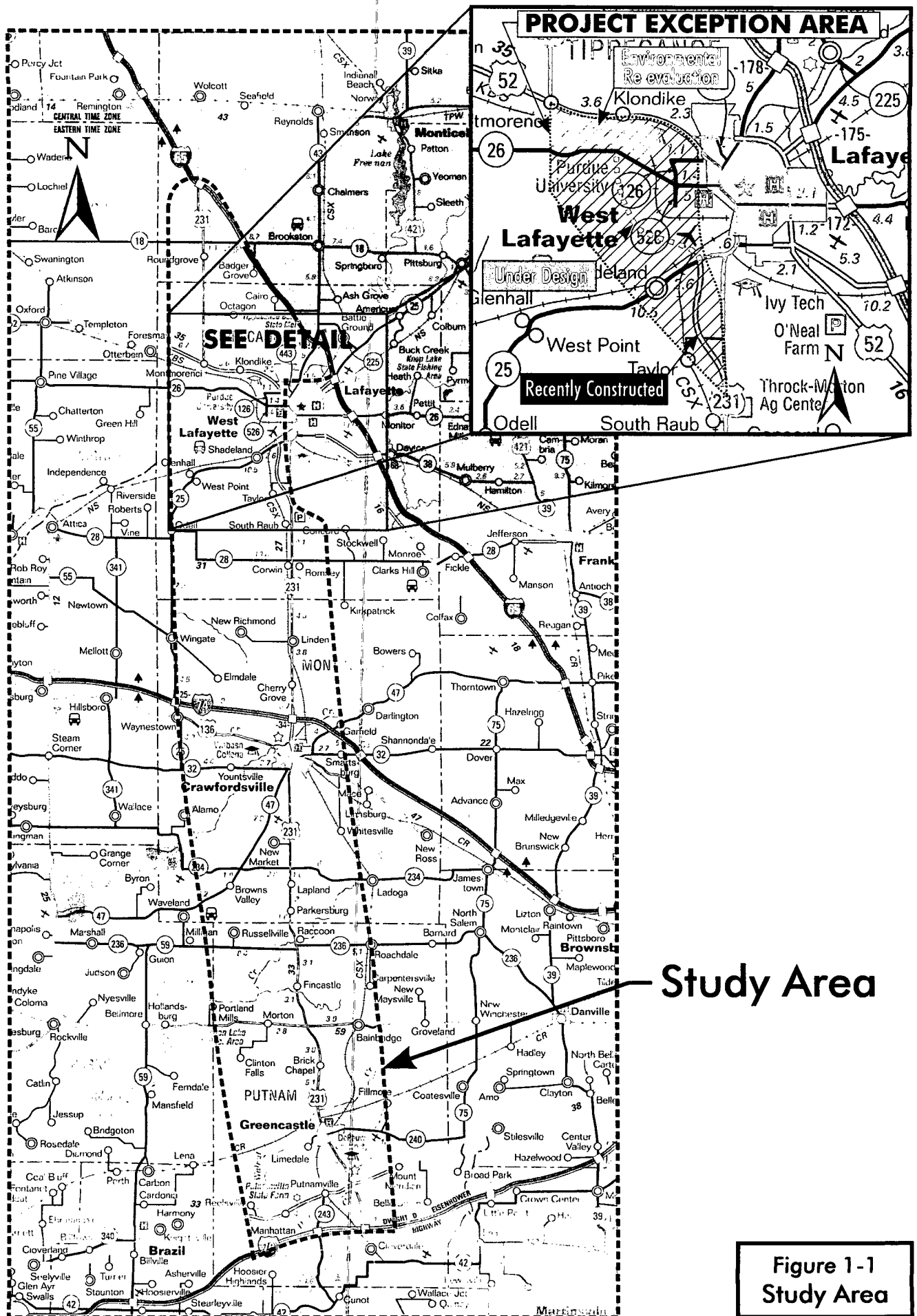
This Environmental Assessment (EA)/Corridor Study for US 231, from I-70 south of Greencastle to I-65 north of Lafayette (approximately 88 miles), was prepared in conformance with *Indiana's Streamlined EIS Procedures*, approved by the Indiana Division of the Federal Highway Administration (FHWA) on July 6, 2001. The project was guided by a Management Committee that included the Indiana Department of Transportation (INDOT), FHWA, the Area Planning Commission of Tippecanoe County and The Corradino Group (Corradino). The project included involvement of the public through three rounds of Study Advisory Committee and Public Information Meetings held in Putnam, Montgomery, and Tippecanoe Counties. Resource agencies, such as but not limited to the US Environmental Protection Agency (US EPA), US Fish and Wildlife Service, Indiana Department of Natural Resources (IDNR) and Indiana Department of Environmental Management (IDEM) were consulted with and Resource Agency Meetings were held at various points during the project. The project has also completed some of the early consultation procedures of the *FHWA Indiana Division Section 106 Consultation Procedures*, approved by FHWA, Indiana Division on July 6, 2001.

The information contained in this report is for INDOT programming purposes. This document is not intended to be consistent with the NEPA process. This document is not intended for public viewing. A separate document titled "US 231 from I-70 to I-65, Environmental Assessment/Corridor Study, Environmental Report" provides information pertaining to the same projects of independent utility in a format that is consistent with INDOT's Streamlined Environmental Process. The Environmental Report will be submitted to the FHWA for approval. The approved Environmental Report will be available for public viewing and is intended to provide information that will be useful in the development of the environmental documents and Engineer's Reports for the projects of independent utility.

Ten projects of independent utility have been recommended for programming. One project has been recommended as a Programming Placeholder in INDOT's Long Range Plan. The project schedules vary dependent on whether the project meets the Purpose and Need currently or in the future. Some projects have been recommended and could be eliminated if overlapping projects are scheduled early. The following projects of independent utility include long-term corridor improvements, spot improvements and a programming placeholder for the Long Range Plan:

#	Project Description	Recommended Funding Period for Ready for Contract (RFC)
1	New Road Construction from I-70 to US 36 (Greencastle Bypass)	2005-2009
2	Intersection Improvement at Putnam County Road 800 South	2005-2009, backup if Project #1 not built
3	Intersection Improvement at US 40	2005-2009, backup if Project #1 not built
4	Intersection Improvement at US 36	2005-2009, backup if Project #1 not built
5	Road Reconstruction from US 36 to 1.0 mile south of SR 32	2010-2014
6	Intersection Improvement at Montgomery County Road 300 South	2005-2009
7	Channelization Improvement from 0.5 mile south of US 136 to US 136	2005-2009
8	Road Reconstruction from US 136 to I-74	2010-2014, unless pavement needs dictate sooner
9	New Road Construction from 1.0 mile south of SR 32 to I-74 (Crawfordsville Bypass)	Programming Placeholder
10	New Road Construction from I-74 to Tippecanoe C.R. 550 South	2005-2009
11	New Road Construction from US 52 to I-65	2020-2025

A summary for each project follows.



Study Area

Figure 1-1  
Study Area

## 2. Project Log

This Final Report is intended to provide the results of the Corridor Study/EA project, and is not intended to reproduce much of the documentation from previous reports. Because they are key documents, summaries for the P&N and the Preliminary Alternatives Analysis reports are included in the appendix of this report. The following is a list of important submittals, as well as milestones, that occurred during the development of this Final Report. Please refer to the previously submitted full reports for more information.

- |                                       |   |
|---------------------------------------|---|
| • August 11, 2000:                    | Project Commencement                          |
| • October 31, 2000:                   | Work Plan                                     |
| • December 5,6,7, 2000:               | Study Advisory Committee Meetings             |
| • December 5,6,7, 2000:               | Public Information Round Meetings             |
| • February 16, 2001:                  | Existing Conditions Report                    |
| • February 19, 2001:                  | Draft P&N and Preliminary Alternatives Report |
| • March 28, 2001:                     | Resource Agency Meetings                      |
| • May 15, 17, 2001:                   | Study Advisory Committee Meetings             |
| • May 29,30,31, 2001:                 | Public Information Meetings                   |
| • July 6, 2001:                       | Adoption of Streamlined Process               |
| • September 18, 2001:                 | Resource Agency Meeting                       |
| • January 25, 2002:                   | Section 106 Consulting Parties Meeting        |
| • March 5, 2002:                      | Approval of Section 106 Procedures            |
| • August 30, 2002:                    | Preliminary Alternatives Analysis Report      |
| • January 14,15,17, 2003:             | Study Advisory Committee Meetings             |
| • January 28,29 and February 5, 2003: | Public Information Meetings                   |
| • January 16, 2003:                   | Resource Agency Meeting                       |

### 3. Recommendations with Summaries for Projects of Independent Utility

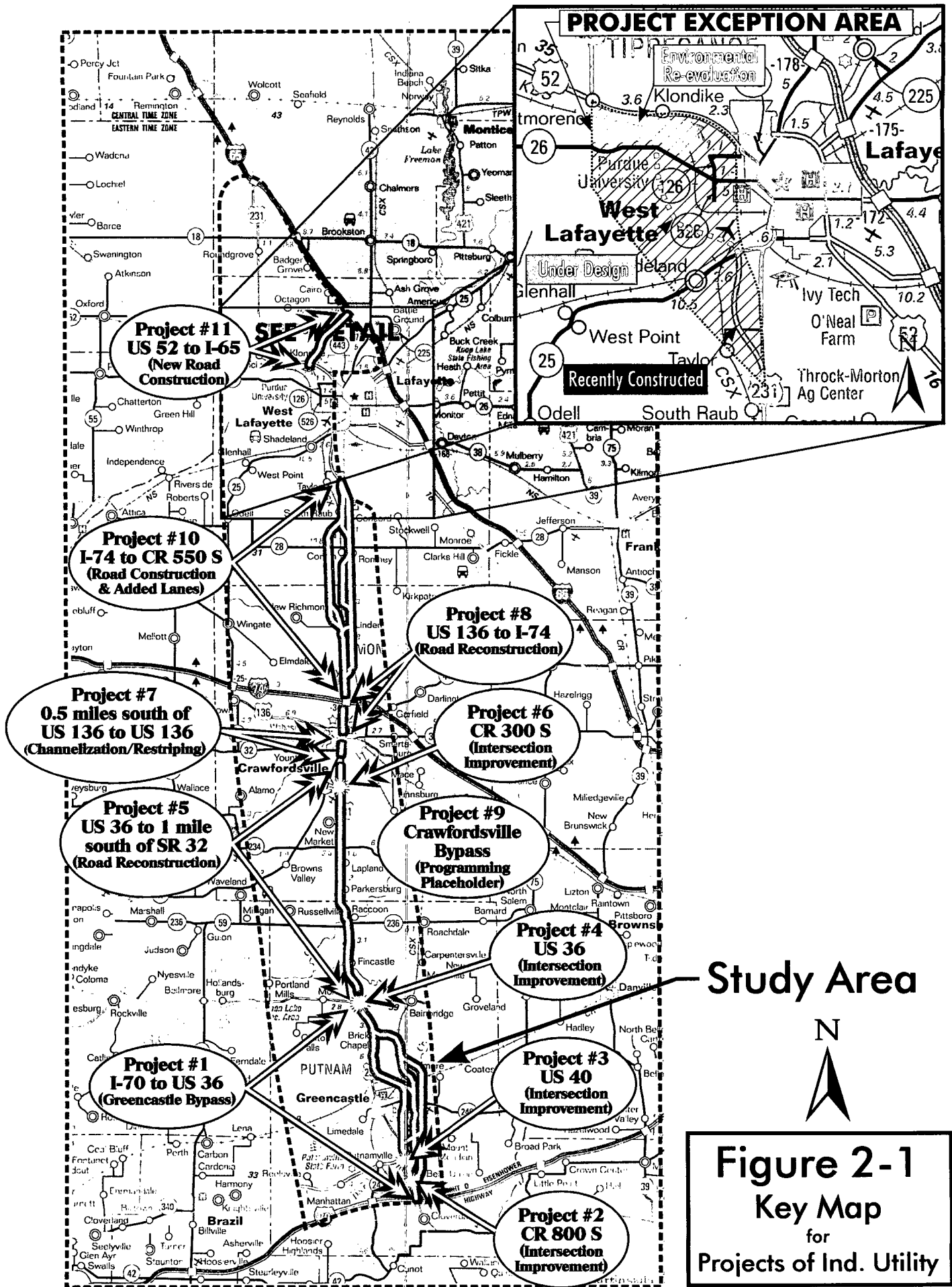
The primary focus of the Study was to identify potential solutions to provide more efficient and safe travel on US 231. Access control is key to developing efficient, high capacity corridors. It is recommended that for new terrain alternatives, limited access Right-of-Way should be purchased. Closure of some local roads should be considered. For alternatives that utilize the existing US 231 alignment, it is recommended to reduce and combine access points as much as feasible. Partial access control rights should be purchased to help control future access.

It should be noted that all recommended alternatives should provide an adequate LOS as outlined in the P&N report. All recommended improvements are to meet INDOT Standards.

The following projects of independent utility are recommended. Please note that Project #9, the Crawfordsville By-Pass, is intended to serve as a "Programming Placeholder". If traffic growth in Crawfordsville occurs at a faster rate than this study anticipates, a by-pass of Crawfordsville could be looked at in more detail at the time. A project listing, as well as the type of environmental document required for further project development, is illustrated in the following table:

#	Project Description	Type of Environmental
1	New Road Construction from I-70 to US 36 (Greencastle Bypass)	Environmental Impact Statement
2	Intersection Improvement at Putnam County Road 800 South	Categorical Exclusion
3	Intersection Improvement at US 40	Categorical Exclusion
4	Intersection Improvement at US 36	Categorical Exclusion
5	Road Reconstruction from US 36 to 1.0 mile south of SR 32	Environmental Assessment
6	Intersection Improvement at Montgomery County Road 300 South	Categorical Exclusion
7	Channelization Improvement from 0.5 mile south of US 136 to US 136	Categorical Exclusion
8	Road Reconstruction from US 136 to I-74	Categorical Exclusion
9	New Road Construction from 1.0 mile south of SR 32 to I-74 (Crawfordsville Bypass), Programming Placeholder	Not applicable
10	New Road Construction from I-74 to Tippecanoe C.R. 550 South	Environmental Assessment
11	New Road Construction from US 52 to I-65	Environmental Impact Statement

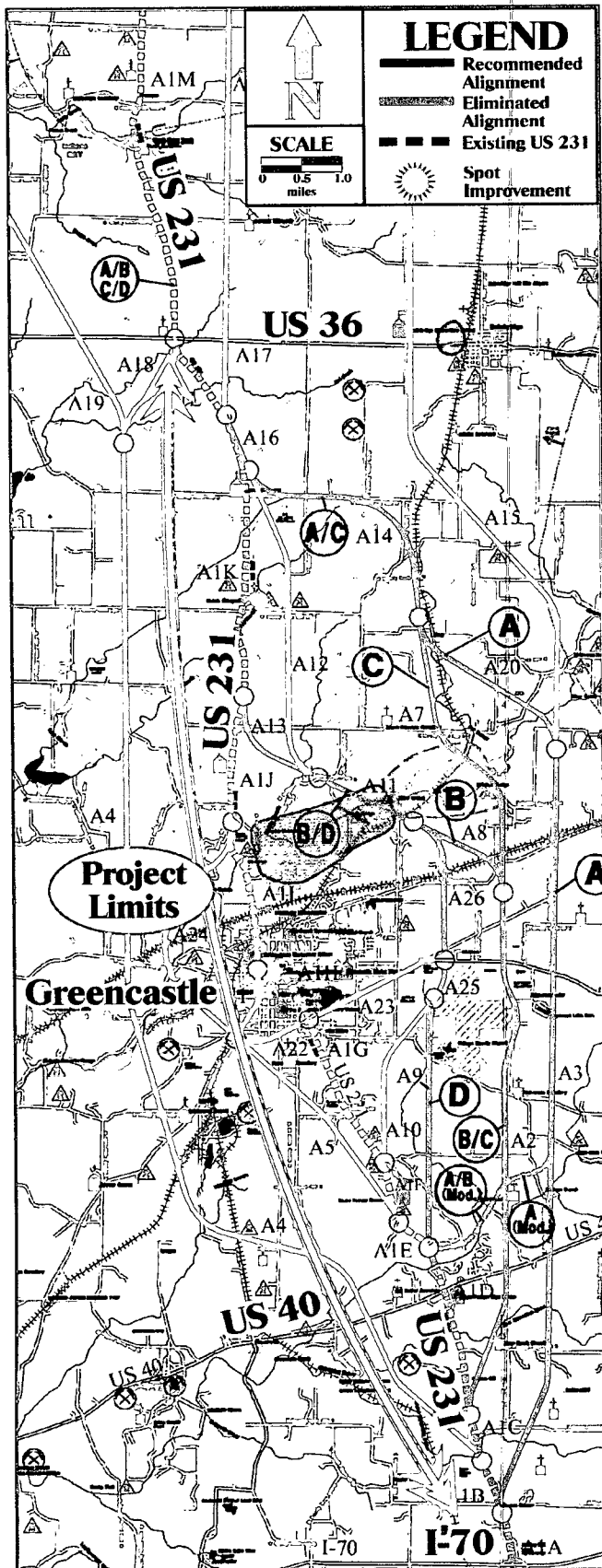
Following are one-page descriptions of each individual project of independent utility. The one-page project summary includes a schematic exhibit, description of the improvement, possible alternatives, purpose and need, schedule, priority, construction cost and estimated traffic.



# Project of Independent Utility #1

## US 231 from I-70 to US 36

Putnam County



**Proposed Improvement:** New Road Construction - Greenville Bypass to the East

**Purpose and Need:** Capacity and Safety

**Priority:** High

**Schedule:** Near-term: The need for a Greenville Bypass currently exists. The Level of Service (LOS) in Greenville and south of Greenville is projected to be lower than desired for a Principal Arterial in just a few years. In addition, US 231 through Greenville currently carries a higher percentage of truck traffic than the typical Urban Principal Arterial, and these trucks negotiate a narrow cross section and two 90-degree turns. Project development for a by-pass of this magnitude will likely be lengthy, and it is recommended to program this project immediately.

**Estimated Traffic (2025):**

I-70 to US 40 – 14,000 vpd  
US 40 to SR 240 – 18,000 vpd  
SR 240 to US 36 – 12,000 vpd

**Phasing:** Due to the size of the project, construction could be broken into four phases:

- Phase 1: Add travel lanes on existing US 231 south of Greenville.
- Phase 2: Bypass on the SE side up to SR 240.
- Phase 3: Bypass on the NE side from SR 240 to existing US 231 north of Greenville.
- Phase 4: Reconstruct existing US 231 north to US 36.

**Preliminary Cost:** \$100,000,000 to \$120,000,000

**Alternative(s):** The Greenville Bypass should be located east of Greenville. Commercial and industrial development near SR 240 are generating much of the traffic.

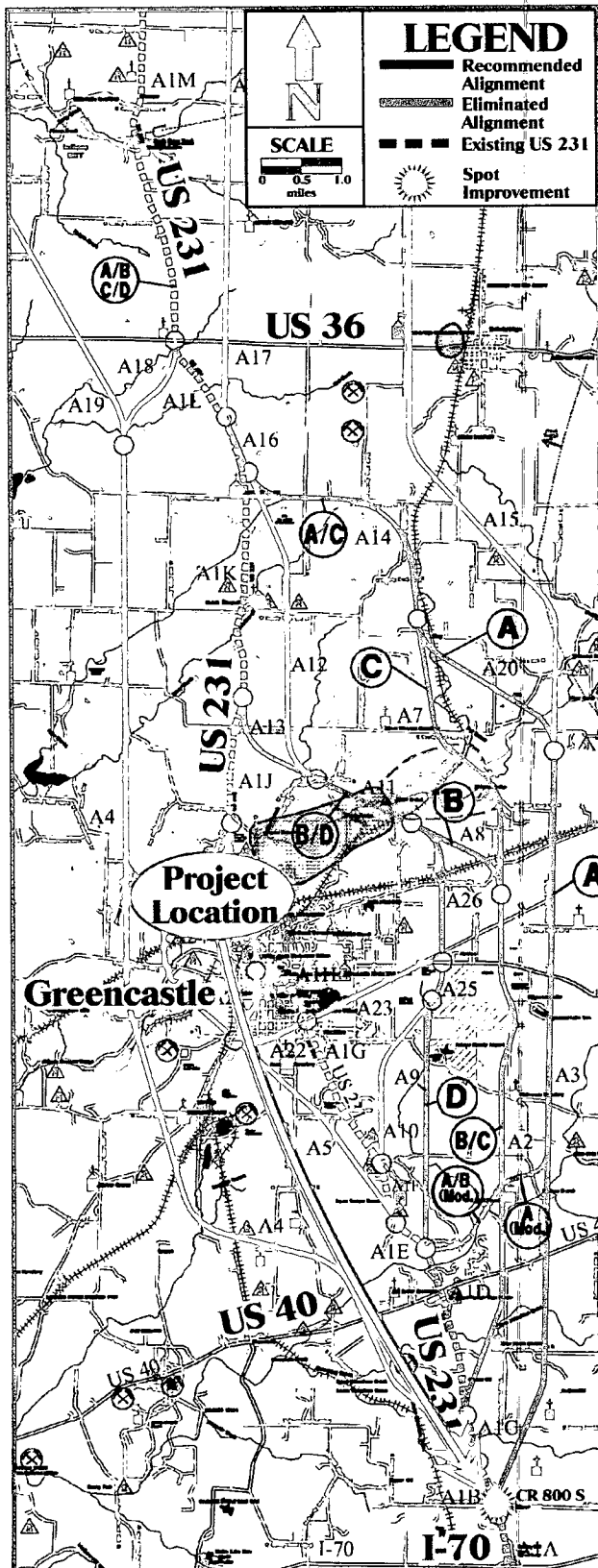
Three general alignments are being recommended for future consideration: one immediately west of the airport, another immediately east of the airport and the last approximately 1 mile east of the airport.

From I-70 to the location where the new terrain alignment ties back into existing US 231 north of Greenville should be a 4-lane divided facility. Existing US 231 from the north termini of the new terrain alignment to US 36 will remain two lanes and should be rehabilitated to 4R standards. Interchanges should be considered at US 40 and at SR 240. Limited access right-of-way should be purchased on new terrain alignments. Partial access control will be on existing alignments. Railroads should be grade separated.



## Project of Independent Utility #2 US 231 at CR 800 S

Putnam County



**Proposed Improvement:** Intersection Improvement at Putnam County 's CR 800 S.

**Purpose and Need:** Capacity and Safety

**Priority:** High (Program this project if the Greencastle Bypass is not programmed)

**Schedule:** Near-term: Since this project is within the project limits of the New Road Construction on US 231 from I-70 to US 36 project (Project of Independent Utility #1), the scheduling of that project needs to be considered. If Project #1 is programmed and the environmental phase is to begin immediately, this project could either be eliminated or a minimal improvement of the intersection could be constructed. The minimal improvement should add turn lanes within the existing right-of-way and keep the existing 2-lane cross section of US 231. However, if Project #1 is programmed with a Ready For Letting Date beyond 2010, this intersection improvement project should be constructed as described in the Design Concept.

**Estimated Traffic:**

10,500 vpd (2002)  
14,000 vpd (2025)

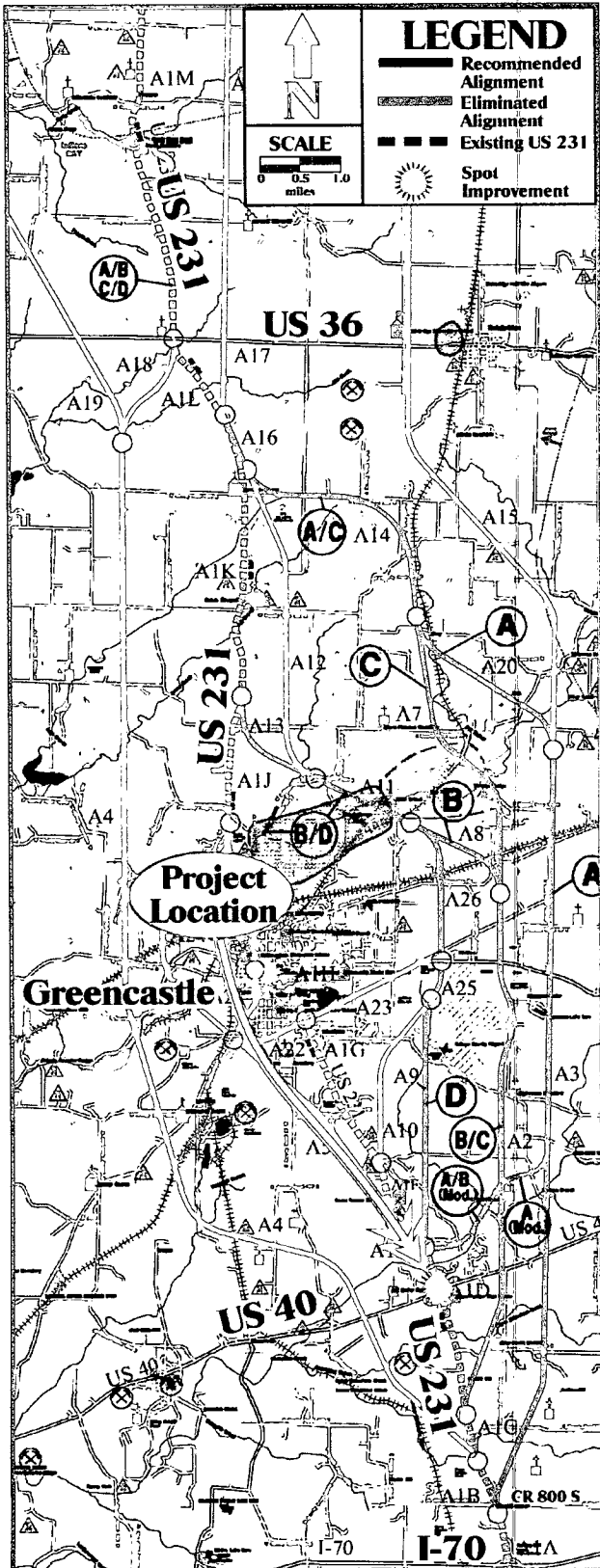
**Preliminary Cost:** \$1,000,000

**Alternative(s):** An intersection improvement project should be considered at US 231 and Putnam County 's CR 800 S. The intersection does not have any channelization. Truck movements at this intersection are high because CR 800 S leads west to a large aggregate producer. Northbound US 231 traffic is coming from a lane merge, which is located immediately south of the intersection. Driver attention can be diverted from the traffic that is stopped behind left turning trucks.

The existing four-lane section leading north from I-70 merges down to two lanes just south of this intersection. The four lane section should be constructed north through the intersection. Left turn lanes should be constructed to service the high commercial truck volume heading west on CR 800 S. Right turn lanes should also be provided.

## US 231 at US 40

## Putnam County



### Proposed Improvement: Intersection Improvement at US 40

### **Purpose and Need: Safety**

**Priority:** Medium (Program this project if the Greencastle Bypass is not programmed)

**Schedule:** Near-term: Since this project could be within the project limits of the New Road Construction on US 231 from I-70 to US 36 project (Project of Independent Utility #1), the scheduling of that project needs to be considered. If Project #1 is programmed and the environmental phase is to begin immediately, this project could become more of a local issue associated with a relinquishment agreement versus a need of US 231. This project should not be scheduled if a bypass, utilizing this intersection, is expected to be developed within the next ten years. However, if Project #1 is programmed with a Ready For Letting Date beyond 2012, this intersection improvement project should be constructed as described in the Design Concept.

### Estimated Traffic:

11,500 vpd (2002)

16,000 vpd (2025)

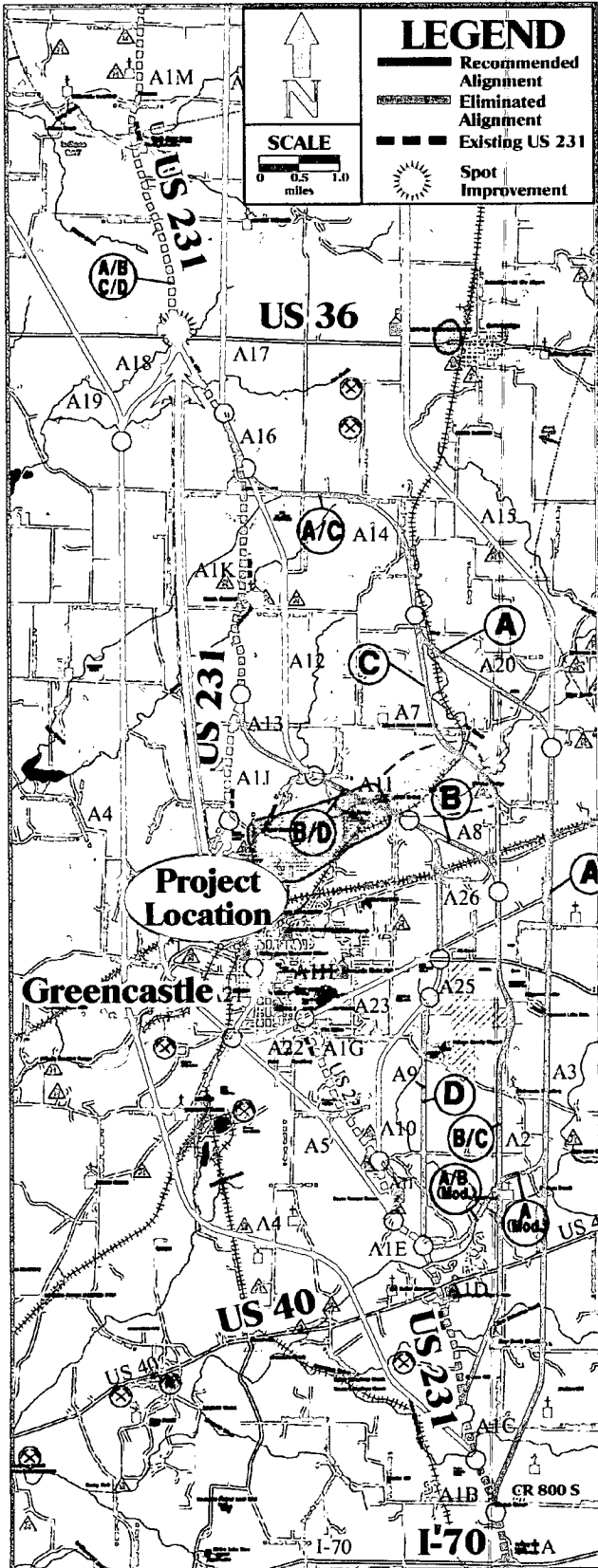
**Preliminary Cost: \$1,500,000**

**Alternative(s):** Sight distance on US 231 is poor. Access on the north leg of US 231 is uncontrolled. Vehicles exiting commercial driveways going north on US 231 cause concern because of the lack of channelization. This location could be modified as part of one of the Project #1 alternatives. If the Greencastle Bypass leaves the existing US 231 alignment south of US 40 this intersection could need to be improved as part of a relinquishment agreement. The improvement should include the channelization of US 231. Channelization should include raised curbs to eliminate left turns from commercial properties.

Consideration should be given to improving the sight distance on US 231. This improvement will likely result in the grade of the intersection being lowered which would require the acquisition of adjacent properties on the north leg of the intersection. The channelization improvement described could eliminate the need to improve the sight distance.

## US 231 at US 36

# Putnam County



### Proposed Improvement: Intersection Improvement at US 36

### **Purpose and Need: Safety**

**Priority:** Medium (Program this project if the Greencastle Bypass is not programmed)

**Schedule:** Near-term: Since this project is within the project limits of the New Road Construction on US 231 from I-70 to US 36 project (Project of Independent Utility #1), the scheduling of that project needs to be considered. If Project #1 is programmed and the environmental phase is to begin immediately with Ready for Letting before 2012, this project should not be scheduled. However, if the Project #1 is programmed with a Ready For Letting Date beyond 2012, this intersection improvement project should be constructed as described in the Design Concept.

### Estimated Traffic:

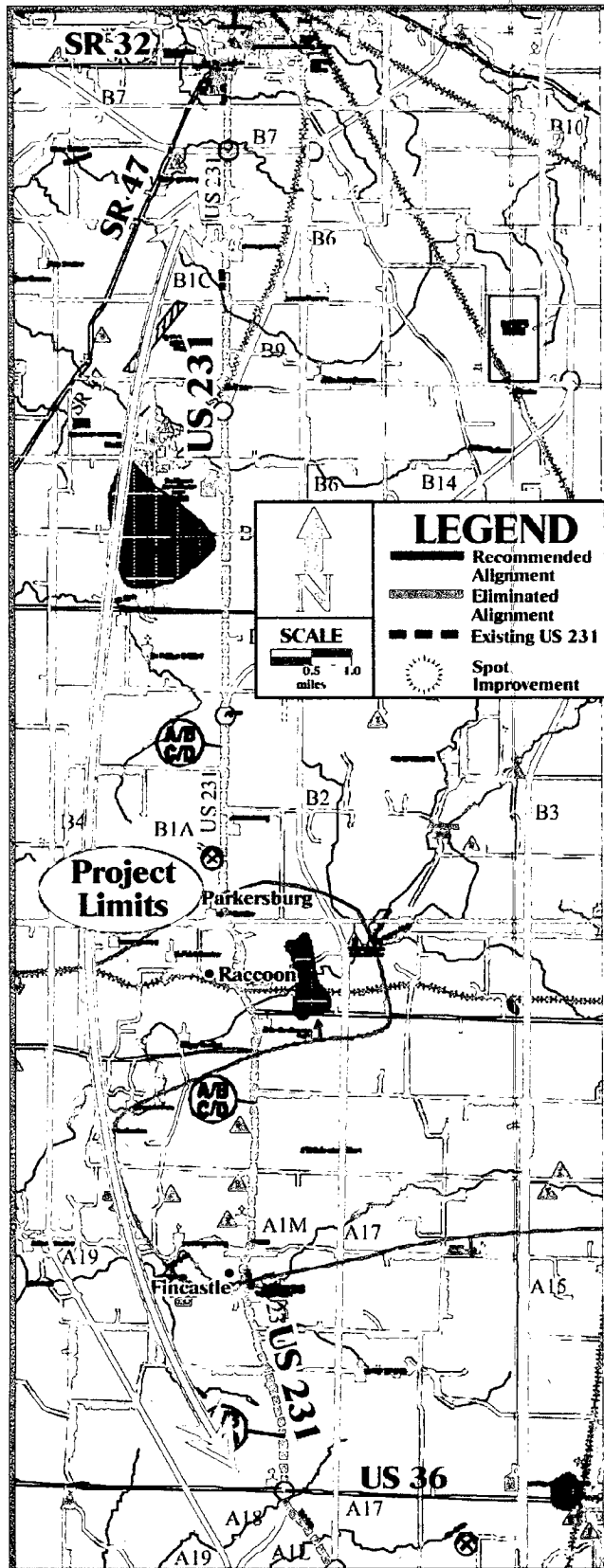
4,500 vpd (2002)  
11,000 vpd (2025)

**Preliminary Cost: \$500,000**

**Alternative(s):** An intersection improvement project should be considered on US 231 at US 36 in Putnam County if the proposed Greencastle Bypass project is delayed. Right-of-way on US 231 is very narrow. Commercial properties adjacent to US 231 store trailers very close to the outside edge of pavement. The pavement is a curbed section. The intersection should be modified to meet rural Principal Arterial standards and clearzone requirements. The curb section should be replaced with shoulders. Right-of-way should be purchased on US 231 and US 36 that will allow for proper drainage and clearzone. Advanced signage should be placed on all approaches to warn approaching vehicles of a signalized intersection.

**Project of Independent Utility #5**  
**US 231 from US 36 to 1.0 miles south of SR 32**

Putnam and Montgomery Counties



**Proposed Improvement:** Road Reconstruction

**Purpose and Need:** Capacity and Safety

**Priority:** Medium

**Schedule:** Mid-term: The projected LOS for the 2025 design year is slightly worse than desired for a Rural Principal Arterial. There is no existing capacity or safety reason to program the project immediately. The project should be programmed with consideration of existing pavement life. At a time when the pavement is being rehabilitated or reconstructed, improvements described in the Design Concept should be made to improve capacity and safety.

**Estimated Traffic (2025):**

US 36 to SR 236 – 9,000 vpd

SR 236 to SR 234 – 8,000 vpd

SR 234 to 1 mi. S. of SR 32 – 10,000 vpd

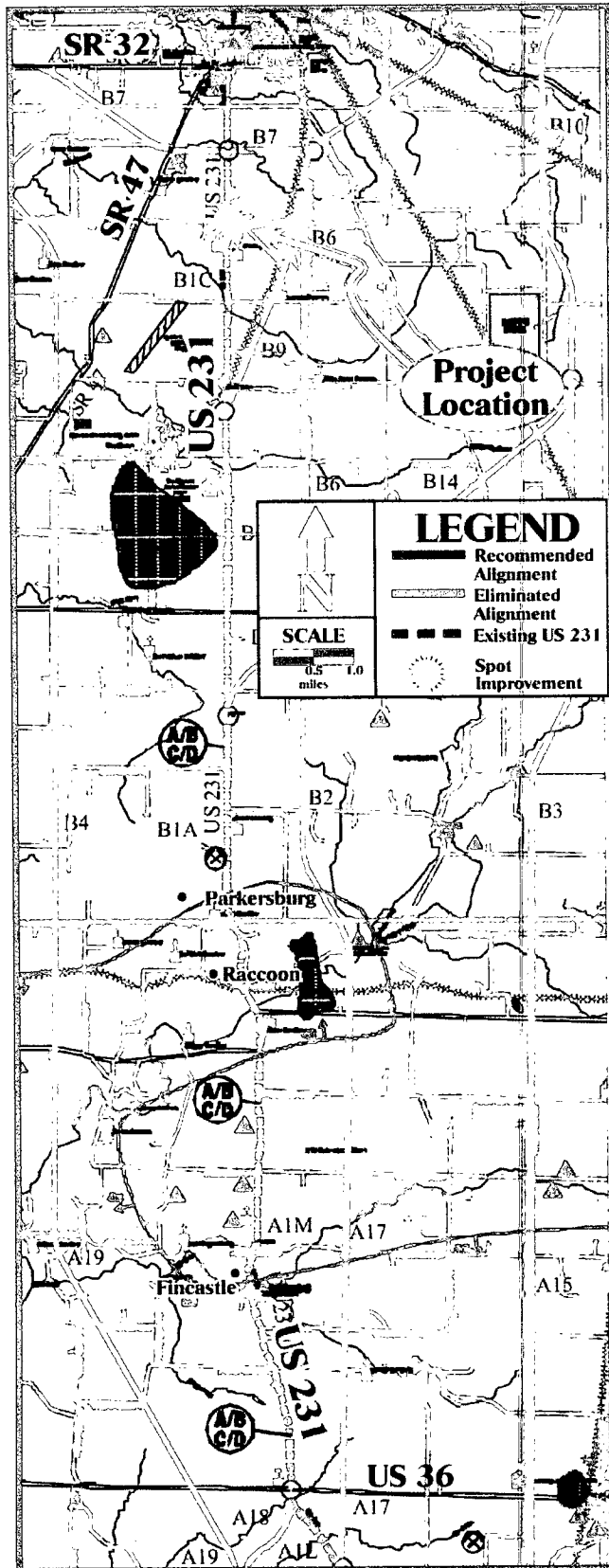
**Phasing:** Due to the size of the project, construction could be broken into two phases:  
Phase 1: From US 36 to Mont/Put County Line  
Phase 2: From Mont/Put County Line to 1.0 mile south of SR 32

**Preliminary Cost:** \$29,000,000

**Alternative(s):** US 231 from US 36 to 1.0 mile south of SR 32 should be reconstructed to meet 4R standards. Intersections should be improved with channelization. The road reconstruction project would terminate at the south termini of the added travel lane project, which is currently under construction. Partial access control should be purchased to eliminate the opportunity for additional driveway access locations. Some existing access openings could be eliminated with access being provided with the addition of access roads. Combining multiple driveways, with single access points should be encouraged. Consideration should be given to mini-bypasses of Brick Chapel, Fincastle, Parkersburg and Lapland. Bypasses should be short to reduce the amount of right-of-way impacts. Consideration should be given to removing existing bridge structures at abandoned railroads.

**Project of Independent Utility #6**  
**US 231 at CR 300 S**

Montgomery County



**Proposed Improvement:** Intersection Improvement

**Purpose and Need:** Consistency with Local Project

**Priority:** High

**Schedule:** Near-term: This project could be programmed in coordination with the local road reconstruction project. There is no need to construct the intersection improvement unless the county project is constructed. The Ready for Letting dates for this INDOT intersection improvement and the County's road reconstruction project should be the same. The County is indicating that their project could be constructed in 2006. INDOT project development would need to start immediately to meet that Ready for Letting date.

**Estimated Traffic (2025):**

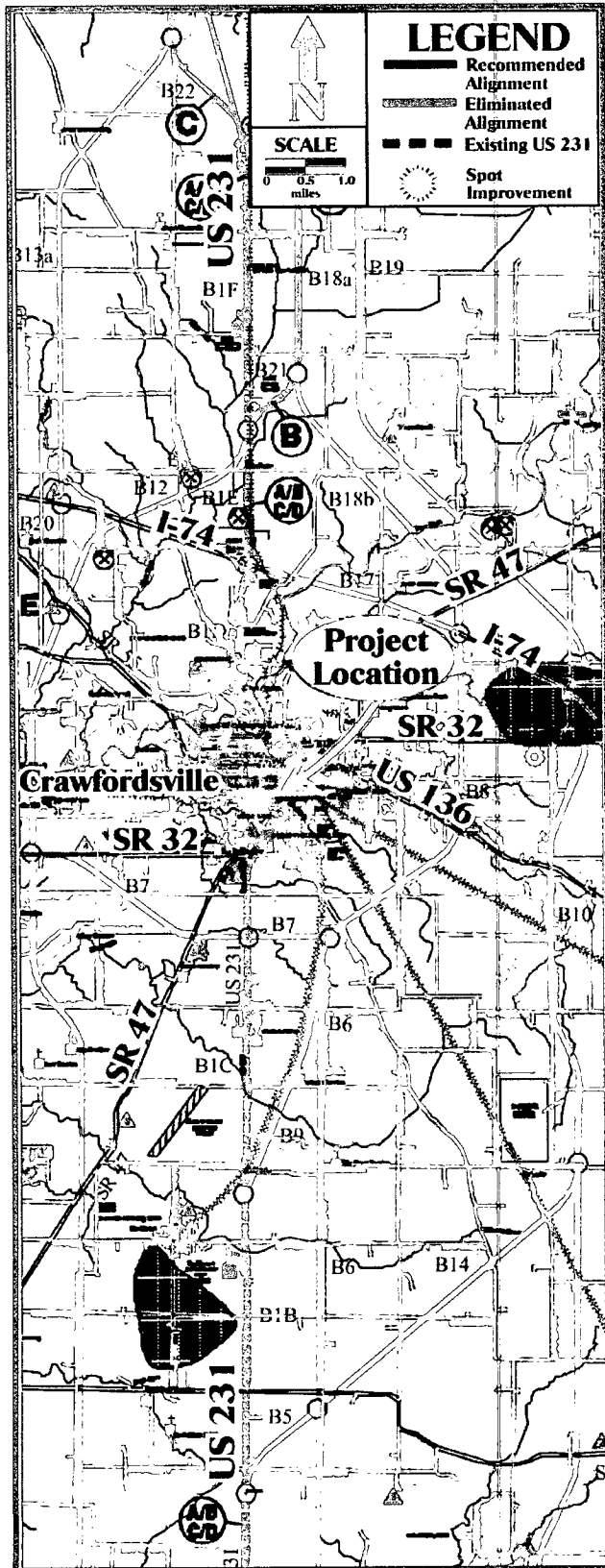
8,000 vpd (2002)  
10,000 vpd (2025)

**Preliminary Cost:** \$1,080,000

**Alternative(s):** Montgomery County is developing plans for an improvement of County Road 300 S. This project will improve the intersection of US 231 at Montgomery County Road 300 S to be consistent with the county road improvement coming from the east. Consideration should be given to the US 231 from US 36 to 1.0 mile south of SR 32 Road Reconstruction project being recommended for programming. The Montgomery County Road 300 S project is being completed as a truck route to allow SB Nucor trucks to avoid downtown Crawfordsville. INDOT supports the county's project and will improve the intersection of US 231 at CR 300 S as part of the overall project.

The intersection should be improved to meet current INDOT standards. A signal warrant analysis should be performed to determine the need for a signalized intersection. Turn lanes should be provided as outlined in the Design Manual. Partial access control should be purchased to eliminate the opportunity for additional driveway access locations. Combining multiple driveways, with single access points should be encouraged.

# Montgomery County



### Channelization/Restriping Project in Crawfordsville

**Priority:** Medium

22,200 vpd (2025)

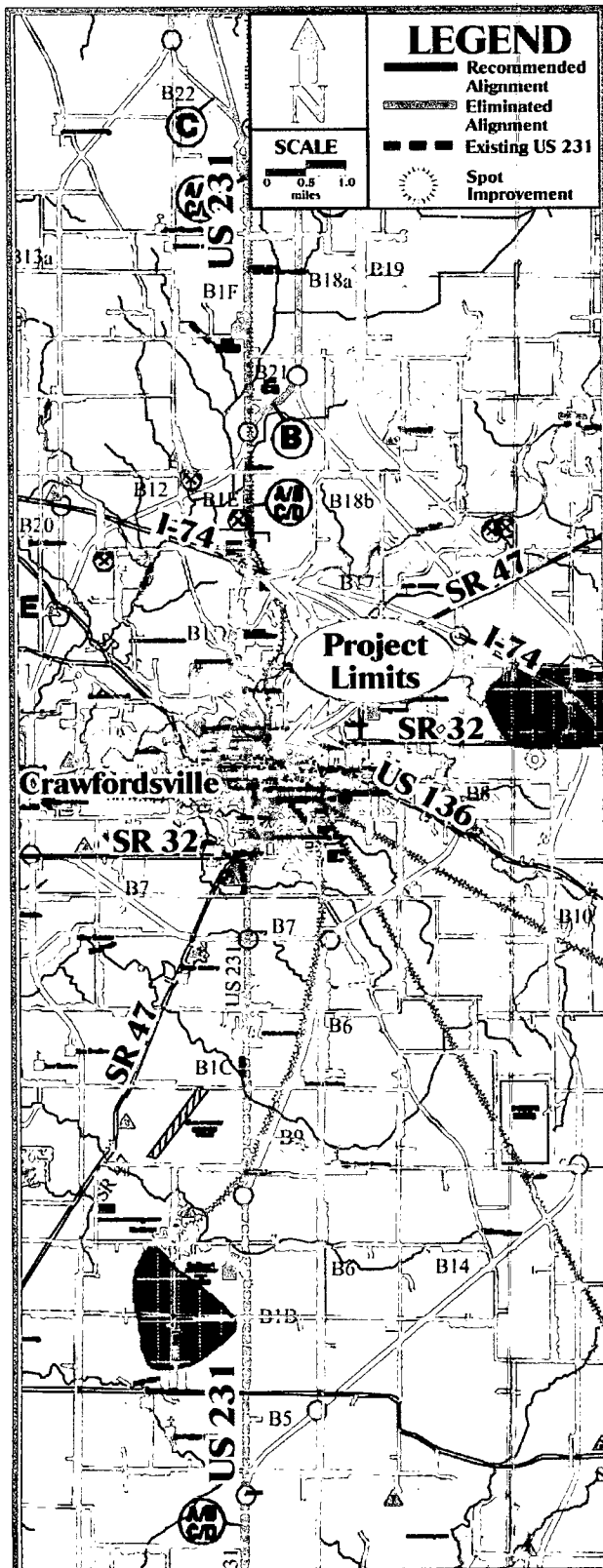
**Preliminary Cost: \$200,000**

The section of US 231 from 0.5 miles south of US 136 to US 136 should be resurfaced and restriped to accommodate four thru lanes and opposing left turn lanes. Some of the existing on-street parking would need to be eliminated to provide room for the dedicated left turn lanes.

This project would not include any new restrictions of access.

**Project of Independent Utility #8**  
**US 231 from US 136 to I-74**

Montgomery County



**Proposed Improvement:** Road Reconstruction

**Purpose and Need:** Capacity and Safety

**Priority:** Medium

**Schedule:** Mid-term: The projected LOS for the 2025 design year is adequate while the existing crash rate is slightly higher than that for a typical Urban Principal Arterial. This project should be programmed with consideration of existing pavement life. The Pavement Management System should be consulted to determine when the pavement condition will require a road reconstruction project. That need will likely be within the next 10 years. The improvements should result in capacity and safety benefits.

**Estimated Traffic:**

16,000 vpd (2002)

18,500 vpd (2025)

**Preliminary Cost:** \$4,500,000

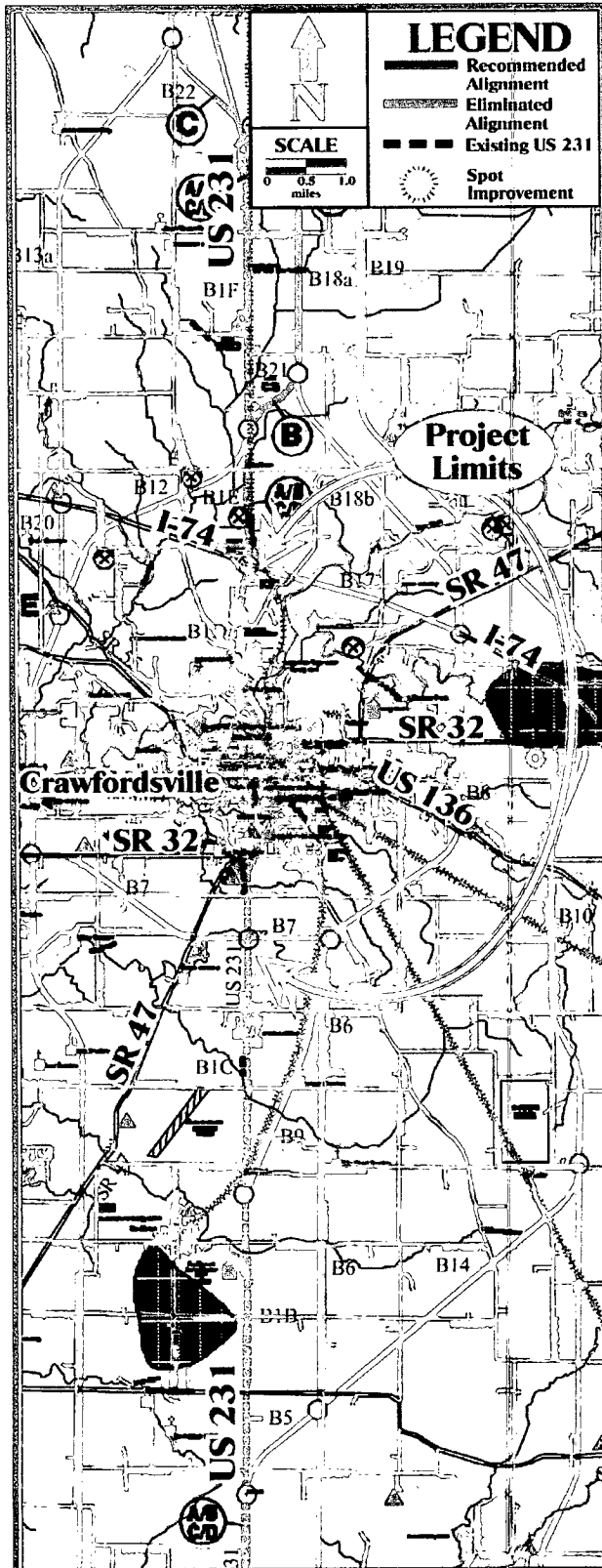
**Alternative(s):** A road reconstruction project will be required on US 231 from US 136 to I-74. The south half of the project is a 4-lane divided section with a limited number access points. The north section of the project is a 5-lane section with many access points. Portions of the existing pavement are in poor condition.

The existing concrete pavement is showing deterioration. A road reconstruction project will be needed to resurface the existing roadway. The roadway should be improved to include standard concrete median barrier and median shoulder widths. Proper turn lane lengths should be provided at public road approaches.

The purchasing of partial access control rights could be considered in order to maintain the existing number of private access openings.

**Programming Placeholder Project #9**  
**US 231 from 1.0 mile south of SR 32 to I-74**

Montgomery County



**Proposed Improvement:** New Road Construction  
– Crawfordsville Bypass

**Purpose and Need:** Capacity and Safety

**Priority:** Low

**Schedule:** Long-term: This project is not recommended for a specific schedule, merely a Programming Placeholder. Development within and near Crawfordsville could drive the need for this project sooner than expected. Level of Service within Crawfordsville should be monitored, probably every five years to determine when and if a Crawfordsville Bypass would be required.

**Estimated Traffic (2025):**

1 mi S of SR 32 to US 136 - 11,000 vpd  
US 136 to I-74 - 14,000 vpd

**Preliminary Cost:** \$75,000,000 - \$85,000,000

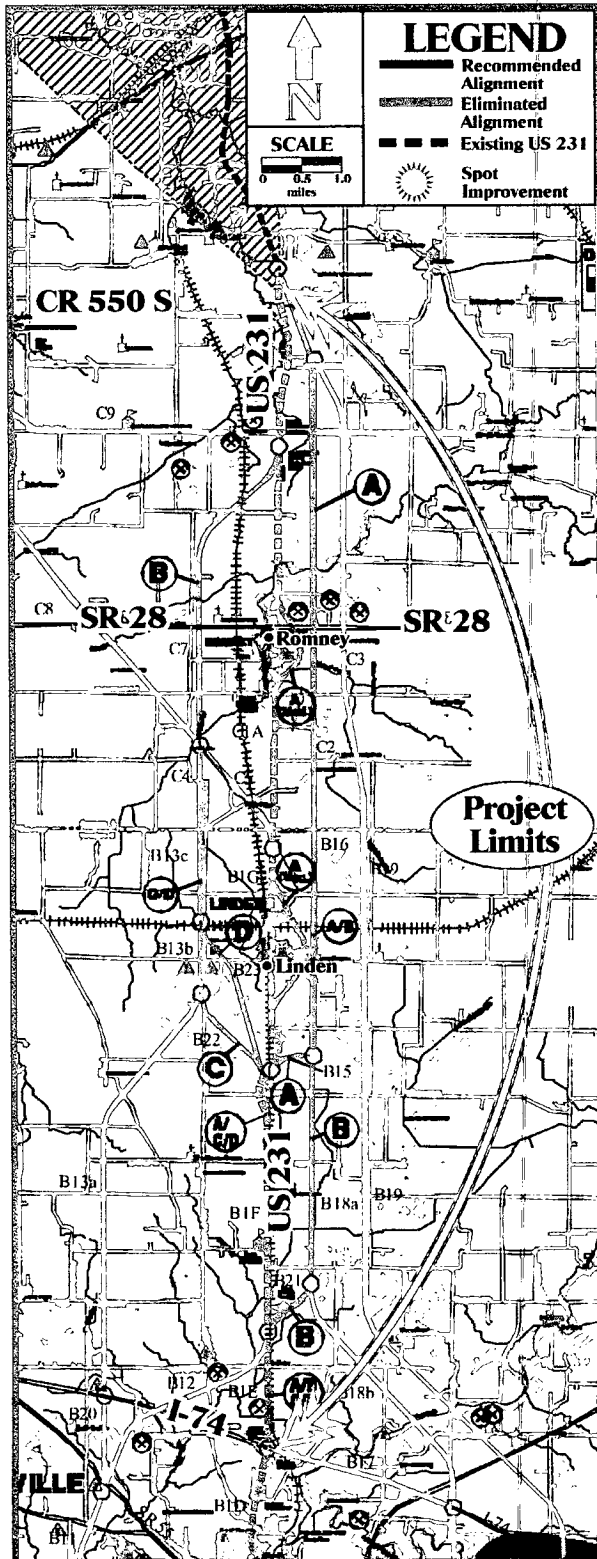
**Alternative(s):** Current traffic projections along existing US 231 are expected to have an acceptable Level of Service through 2025, assuming the near and medium term improvements in Crawfordsville are implemented. Higher than anticipated traffic growth could occur, which would increase the projected traffic volumes and decrease the Level of Service. The traffic volumes and associated Level of Service should be monitored.

Bypasses alternatives for Crawfordsville have been identified. Bypass locations both east and west of Crawfordsville should be considered if Level of Service through Crawfordsville is anticipated to reach an unacceptable level. Within this study neither the east or west bypass options scored well. The Origin-Destination Study showed that there is a large amount of traffic generation on both sides of Crawfordsville. A detailed analysis of conditions should be completed in the future to determine which bypass alternative maximizes traffic and minimizes environmental and social impacts.



# **Project of Independent Utility #10** **US 231 from I-74 to Tippecanoe CR 550 S**

Montgomery and Tippecanoe Counties



**Proposed Improvement:** Added Travel Lanes and New Road Construction

**Purpose and Need:** Capacity and Safety

**Priority:** High

**Schedule:** Mid-term: The projected 2025 design year LOS is less desirable than and the existing crash rate is higher than the typical Rural Principal Arterial. Traffic is projected increase, and added travel lanes could be appropriate after 2010. Due to the length of the project and the potential right-of-way impacts, it is recommended that the next phase of development start in the next 5 years.

**Estimated Traffic (2025):**

I-74 to SR 28 - 19,000 vpd

SR 28 to Tippecanoe 550 S - 20,000 vpd

**Phasing:** Due to the size of the project, construction could be broken into three phases:

Phase 1: From I-74 to Mont/Tipp County Line

Phase 2: From Mont/Tipp County Line to SR 28

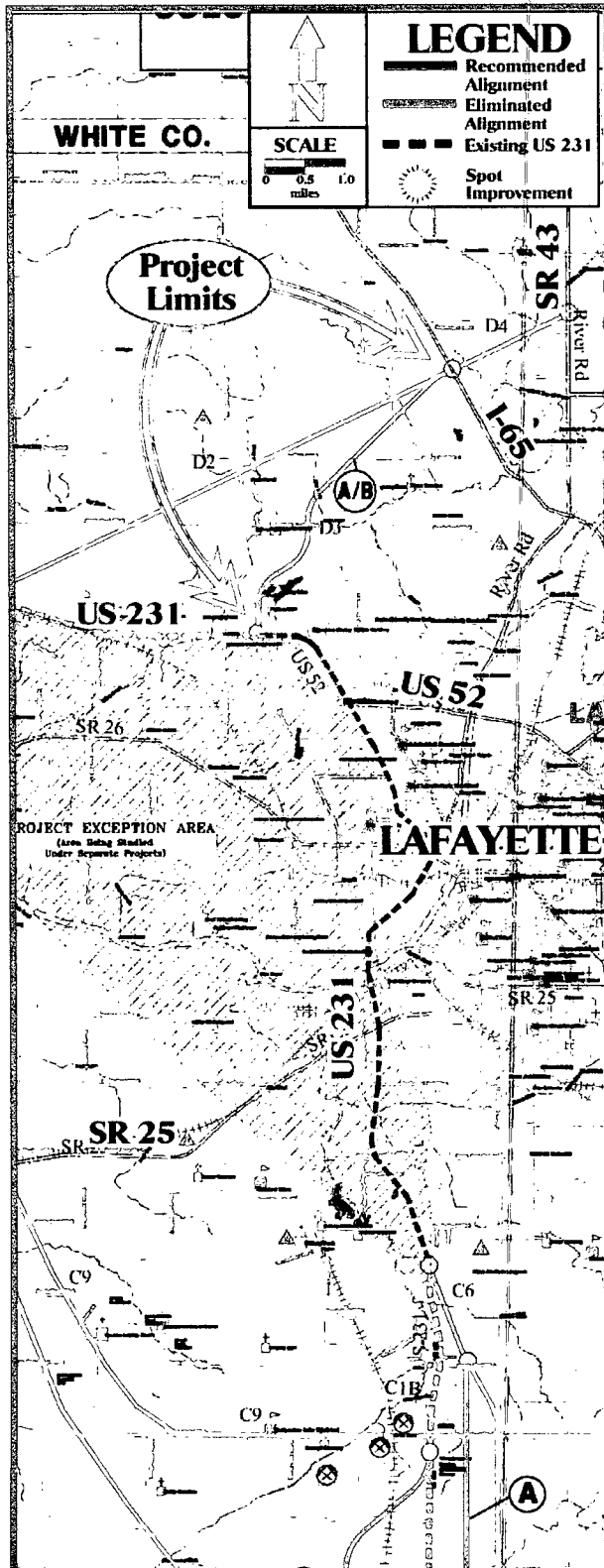
Phase 3: From SR 28 to Tippecanoe

**Preliminary Cost:** \$95,000,000 - \$105,000,000

**Alternative(s):** All alignment's south termini access I-74 at the existing US 231 interchange. Each of the alternatives contain sections of roadway along the existing alignment as well as some new terrain alignment to the east or west. All alternatives by-pass Linden and Romney. A four-lane section with median shall be constructed. At the south end of the project, some US 231 alignments parallel the high speed railroad corridor. Consideration should be given to the elimination of at-grade intersections and the use of overpasses crossing both the railroad and US 231. Ramps could be used to provide access to US 231. At-grade intersections with channelization will be constructed for alignments not paralleling the high-speed railroad corridor. Limited access right-of-way should be purchased on new terrain alignments. Partial access control will be on existing alignments. Frontage roads should be constructed to reduce the amount of non-public road access to US 231.

# **Project of Independent Utility #11** **US 231 from US 52 to I-65**

Tippecanoe County



**Proposed Improvement:** New Road Construction

**Purpose and Need:** Capacity

**Priority:** High

**Schedule:** Mid-term: The need for this project will exist with the construction of US 231 from SR 26 to US 52 and development in White County. The environmental phase of this project should be accelerated in order to catch up with the project development of the southern project. The programming of this project is dependant on available funding, future growth in White County and execution of appropriate relinquishment agreements with Tippecanoe County and White County.

**Estimated Traffic (2025):**  
US 52 to I-65 - 19,000 vpd

**Phasing:** Due to the size of the project, construction could be broken into two phases:  
Phase 1: US 231/US 52 interchange construction  
Phase 2: New road from US 52 to I-65

**Preliminary Cost:** \$60,000,000

**Alternative(s):** A new terrain alignment for US 231 is included in INDOT's and Lafayette's long range plans. This new terrain alignment would tie to the US 52 intersection identified in the environmental study, which is underway for US 231 from SR 26 to US 52. Future growth north of Lafayette drives the need for a new terrain alignment, which will extend US 231 northward from US 52 to I-65. The Lafayette MPO has suggested that the alignment be extended to SR 43. The new terrain alignment will be a four lane section with median. It should be constructed to 4R standards. A new interchange will be constructed at I-65. An interchange at US 52 should be considered. The remaining access points will be at-grade intersections at selected public road approaches. Proper channelization and turn lanes shall be provided. Limited access right-of-way shall be purchased to minimize access points.

## **4. Additional Information for Projects of Independent Utility**

This Section is intended to provide additional information for the recommended projects of independent utility. The "summaries" of the previous section are intended to provide key information only.

### **4.1 Project #1: New Road Construction from I-70 to US 36 (Greencastle Bypass)**

#### **Project Background**

A Greencastle Bypass has been discussed for many years. A number of Greencastle planning studies, both adopted and unadopted, have included discussion of a US 231 Greencastle Bypass. Future traffic volumes will require the addition of travel lanes through Greencastle. The existing need for the bypass is due to the large amount of traffic in particular truck traffic within Greencastle. The trucks have difficulty maneuver through two 90° turns located in downtown Greencastle. There is also concern over the amount of noise from trucks within residential areas. An effort to eliminate some of the traffic generated from the east side of Greencastle resulted in the construction of the Veteran's Memorial Highway. The two-lane road lies within an abandoned railroad corridor just south of downtown Greencastle and travels from the east side of town to the west side of town. The Veteran's Memorial Highway does reduce the amount of car and truck traffic from Indianapolis Road, old SR 240. The Veteran's Memorial Highway also reduces traffic along US 231 from Washington Street south to the Veteran's Memorial Highway. The route did not improve traffic safety or capacity along US 231 from the east intersection of US 231 and Washington Street north out of Greencastle. Nor did the Veteran's Memorial Highway improve safety or capacity along the developing stretch of US 231 south from SR 240 to I-70.

The Walmart Distribution Center, located on the east side of Greencastle, generates a large amount of truck traffic. Northbound US 231 truck traffic from Walmart and other sources take the Veteran's Memorial Highway west to Jackson Street and then head north out of Greencastle. Jackson Street goes through some residential areas as well as through the DePauw campus. Southbound US 231 trucks going to I-70 use the Veteran's Memorial Highway west to US 231 and take US 231 south to the existing I-70 interchange. This traffic passes residential, commercial and agricultural properties as well as the Putnam County Hospital.

The first round of public involvement included a Study Advisory Committee meeting and a Public Information meeting. Those groups identified alignments from I-70 to US 36 that followed the existing alignment as well as new alignments to the east and west of Greencastle. All of those alignments were considered in the origin-destination study and in the Alternatives Analysis Phase of the EA/CS. The origin-destination study (O-D Study) recommended an eastern Greencastle Bypass. Traffic movements identified in the O-D Study showed a large traffic movement between the east side of Greencastle and the south side of Greencastle. In general this movement was served with the construction of the Veteran's Memorial Highway except that the route was constructed too far north and it did little to help traffic wanting to go north out of Greencastle. The public involvement, crash data, O-D Study and capacity analysis pointed to the need of an eastern bypass.

## **Design Concept**

The improvement for the most part will follow a new terrain alignment in order to reduce right-of-way impacts and to allow enough room to meet design standards.

Limited Access Right-of-Way should be purchased in areas where the Greencastle Bypass is on a new alignment. Partial access control should be purchased at remaining locations. Access to the Greencastle Bypass should be minimized. No private access will be allowed within Limited Access Right-of-Way areas. Consideration should be given to reducing the number of public roads accessing the Greencastle Bypass. All public access points will be at-grade intersections except possibly US 40 and SR 240. Interchanges should be considered at those locations. All railroad crossings should be grade separated. In areas where partial access control will be purchased, private driveways could access US 231. Individual parcels should have only one access opening. Frontage roads could be considered where practical as a means of reducing private access openings.

Right-of-way from US 231 from I-70 to US 40 exists to accommodate a 4-lane cross section. Unfortunately, standards have changed since that purchase. It is anticipated that some additional right-of-way will be required to accommodate a 4-lane section meeting current design standards.

The Greencastle Bypass should be designed to meet all applicable standards. The entire route should be designed considering a 55 mph posted speed limit. From I-70 to a location north of Greencastle where the bypass ties back into the existing US 231 alignment, the new roadway should have a 4-lane cross section with paved shoulders. A wide grass median should be considered. The agricultural community could be concerned with the amount of right-of-way required for the new facility. If desired a more urban type of median could be constructed as was done south of Lafayette on US 231. The urban median would include paved median shoulders with a concrete median barrier. Open drainage ditches would provide drainage outlet for all surface drainage.

## **Project Scheduling**

The need for a Greencastle Bypass currently exists. The Level of Service in Greencastle will be undesirable in just a few years. The geometrics in Greencastle are currently unacceptable for truck traffic. There is an immediate need for the Greencastle Bypass. The project should be programmed and the engineering assessment and environmental assessment phases of work should begin.

## **Project Phasing**

Multiple alignments will be considered within the NEPA process. In general, the project could be programmed as four major sections.

- Added Travel Lanes on US 231 from I-70 to a point where the new terrain alignment begins,
- New Road Construction on US 231 from existing US 231 south of Greencastle to SR 240,
- New Road Construction on US 231 from SR 240 to existing US 231 north of Greencastle,
- Road Reconstruction on US 231 from the end of the new terrain alignment to US 36.

## **4.2 Project #2: Intersection Improvement at Putnam County Road 800 South**

### **Project Background**

This project is within the project limits of a larger project being recommended in this report, New Road Construction from I-70 to US 36. This intersection is located just north of I-70. The existing intersection has a large amount of truck traffic entering and leaving US 231 at this location. There is a major aggregate producer just west of US 231 on CR 800 S. Many dump trucks use this intersection, which currently does not have any turn lanes or bypass blisters.

### **Design Concept**

The improvement of this intersection would include the addition of left and right turn lanes. Since the four-lane cross section coming north from I-70 ends just south of this intersection, consideration should be given to extending the four-lane section north through this intersection. Since this project is within the project limits of the New Road Construction on US 231 from I-70 to US 36 project, consideration should be given to the alignment of the new construction project as well as the scheduling.

The roadway should be constructed to meet 4R standards for a Principal Arterial. Desirable standards should be applied to lane and shoulder widths, and horizontal and vertical grades. A four-lane section is required. A narrow median with barrier should be constructed. Consideration should be given to upgrading the barrier south to I-70 to meet current standards. Open drainage will accommodate the surface drainage of the corridor.

### **Project Scheduling**

Since this project is within the project limits of the New Road Construction on US 231 from I-70 to US 36 project, the scheduling of that project needs to be considered.

If the New Road Construction on US 231 from I-70 to US 36 project is programmed and the environmental phase is to begin immediately, this project could either be eliminated or a minimal improvement of the intersection could be performed. The minimal improvement should add turn lanes within the existing right-of-way and keep the existing 2-lane cross section of US 231.

If the New Road Construction on US 231 from I-70 to US 36 is programmed with a Ready For Letting Date beyond 2010, this intersection improvement project should be constructed as described in the Design Concept.

### **Project Phasing**

An alternative(s) could be considered within the NEPA process.

- Intersection Improvement on US 231 at County Road 800 South in Putnam County.

## **4.3 Project #3: Intersection Improvement on US 231 at US 40 in Putnam County**

### **Project Background**

This project is within the project limits of a larger project being recommended in this report, New Road Construction from I-70 to US 36. This intersection is located just south of Greencastle. The existing intersection has a large amount of traffic, much of it commercial. The problem is increased with undesirable sight distance on the north approach of US 231.

### **Design Concept**

The existing intersection has left and right turn lanes. The intersection does require channelization to reduce the free flow of traffic entering and leaving the commercial properties on the north approach of the intersection. Added travel lanes on US 231 could be required depended on design year traffic projections.

The roadway should be constructed to meet 4R standards for a Principal Arterial. Desirable standards should be applied to lane and shoulder widths, and horizontal and vertical grades. Raised medians should be constructed to provide channelization. Open drainage will accommodate the surface drainage of the corridor south of US 40. Closed drainage could be required north of US 40.

### **Project Scheduling**

Since this project is within the project limits for some of the alternatives of the New Road Construction on US 231 from I-70 to US 36 project, the scheduling of that project needs to be considered.

If the New Road Construction on US 231 from I-70 to US 36 project is programmed and the environmental phase is to begin immediately, this project could become more of a local issue associated with a relinquishment agreement verses a need of US 231. This project should not be scheduled if the bypass is expected to be developed with the next ten years.

If the New Road Construction on US 231 from I-70 to US 36 is programmed with a Ready For Letting Date beyond 2012, this intersection improvement project should be constructed as described in the Design Concept.

### **Project Phasing**

An alternative(s) could be considered within the NEPA process.

- Intersection Improvement on US 231 at US 40 in Putnam County.

## **4.4 Project #4: Intersection Improvement on US 231 at US 36 in Putnam County**

### **Project Background**

This project is within the project limits of a larger project being recommended in this report, New Road Construction from I-70 to US 36. This intersection is located on US 231 between Greencastle and Crawfordsville. There is not a large amount of traffic at the existing signalized intersection. There is a concern over clearzones adjacent to edge of pavement, in particular on the northwest quadrant of the intersection. A commercial property in the northwest quadrant stores trailers very close to the roadway. Much of this rural intersection is a curb and gutter section such that clearzone is probably met, but it is a rural intersection and should be designed to meet those standards including clearzone.

### **Design Concept**

The existing intersection has left and right turn lanes. The existing curbed section allows for a tight right-of-way. This intersection should be designed as a rural intersection with paved shoulders, safe traversable slopes to open drainage.

The roadway should be constructed to meet 4R standards for a Principal Arterial. Desirable standards should be applied to lane and shoulder widths, clearzones, and ditches. Open drainage will accommodate the surface drainage of the corridor south of US 40.

### **Project Scheduling**

Since this project is within the project limits of the New Road Construction on US 231 from I-70 to US 36 project, the scheduling of that project needs to be considered.

If the New Road Construction on US 231 from I-70 to US 36 project is programmed and the environmental phase is to begin immediately with Ready for Letting before 2012, this project should not be scheduled.

If the New Road Construction on US 231 from I-70 to US 36 is programmed with a Ready For Letting Date beyond 2012, this intersection improvement project should be constructed as described in the Design Concept.

### **Project Phasing**

An alternative(s) could be considered within the NEPA process.

- Intersection Improvement on US 231 at US 36 in Putnam County.

## **4.5 Project #5: Road Reconstruction from US 36 to 1.0 mile south of SR 32**

### **Project Background**

This segment of roadway is rural. Numerous access points both public and private are located along the project corridor. The roadway goes through the towns of Brick Chapel, Fincastle, Parkersburg and Lapland. The horizontal and vertical alignment could be improved at a number of locations. Turn lanes are non-existent at many of the access points.

The south termini of this project is US 36. The north termini is the south termini of an added travel lane project, which is currently under construction. The added travel lanes projects ends between Montgomery County Road 300 S and Montgomery County Road 150 S. The added travel lane project increases capacity on the existing US 231 alignment in southern Crawfordsville.

The first round of public involvement included a Study Advisory Committee Meeting and a Public Information meeting. Those groups identified alignments from Greencastle to Crawfordsville that followed the existing alignment as well as new alignments to the east and west of existing US 231. Capacity analysis of current and future traffic did not indicate unacceptable Levels of Services. Consequently, added travel lanes have not been recommended. The public overwhelmingly expressed concern with additional elimination of farmland. The recommendation is to reconstruct US 231 along the existing alignment. The exception could be to consider short bypasses around the town mentioned above. The benefit of the mini-bypasses would be to decrease the overall travel time between Greencastle and Crawfordsville as well as addressed safety concerns within those urban areas.

### **Design Concept**

The improvement for the most part will follow the existing alignment of US 231. There will be exceptions at locations where the horizontal alignment needs to be improved to meet 4R standards. Other areas straying from the existing alignment would be where mini bypasses are constructed around urban areas.

Partial access control should be purchased. All public access points will be at-grade intersections. All railroad crossings should be grade separated. In areas where partial access control will be purchased, private driveways could access US 231. Individual parcels should have only one access opening. Frontage roads could be considered where practical as a means of reducing private access openings.

The roadway should be reconstructed to meet 4R standards for a Principal Arterial. Desirable standards should be applied to lane and shoulder widths, and horizontal and vertical grades. Public road approaches should be improved to provide appropriate turn lanes and passing blisters. Open drainage will accommodate the surface drainage of the corridor.

### **Project Scheduling**

The need for this project currently exists. The Level of Service is reduced because the current roadway does not meet all current standards. The stated improvements will increase the safety of the corridor. The project should be programmed with consideration of existing pavement life.



## **Project Phasing**

Multiple alternatives could be considered within the NEPA process. The bypassing of the small urban areas verses going thru the communities along the existing alignments would provide the variety of alternatives. In general, the project could be programmed as two major sections.

- Road Reconstruction on US 231 from US 36 to the Montgomery County Line in Putnam County,
- Road Reconstruction on US 231 from Putnam County Line to 1.0 mile south of SR 32 in Montgomery County.

## **4.6 Project #6: Intersection Improvement on US 231 at County Road 300 South in Montgomery County**

### **Project Background**

This project is located south of Crawfordsville on US 231 at Montgomery County Road 300 South. This intersection is the western terminus of a road reconstruction project being developed by Montgomery County. The County improvement will upgrade existing county roads to accommodate heavy trucks coming from the Nucor area. These trucks are currently coming from Nucor on SR 32 to downtown Crawfordsville and turning south on US 231 to go south out of Montgomery County. The county road improvement will allow the Nucor trucks to bypass Crawfordsville on the southeast side of town. This improvement will eliminate many of the trucks going through Crawfordsville. Since the County is completing this improvement that will benefit US 231, INDOT is prepared to reconstruct the intersection at CR 300 S. The CR 300 S intersection is located immediately south of the south terminus of INDOT's added travel lane project currently under construction.

### **Design Concept**

The intersection should be improved to current INDOT 4R standards for a Principal Arterial. Lane widths and shoulder widths should meet desirable standards. Left and right turn lanes will be constructed as necessary.

Consideration should be given to extending the four-lane cross section of the added travel lane project southward through this intersection. The traffic model does not indicate that the added lanes will be required but growth along US 231 is moving south such that the added lanes would likely be required within the design life of the intersection.

### **Project Scheduling**

This project could be programmed in coordination with the local road reconstruction project. There is no need to construct the intersection improvement unless the county project is constructed. The Ready for Letting dates for this INDOT intersection improvement and the County's road reconstruction project should be the same. The County is indicating that their project could be constructed in 2006. INDOT project development would need to start immediately to meet that Ready for Letting date.

## **Project Phasing**

An alternative(s) could be considered within the NEPA process.

- Intersection Improvement on US 231 at County Road 300 South in Montgomery County.

## **4.7 Project #7: Channelization Improvement on US 231 from 0.5 miles south of US 136 to US 136 in Montgomery County**

### **Project Background**

This project is in downtown Crawfordsville. South of this project INDOT is constructing an added travel lane project. The added travel lane project should be open to traffic in 2003. North of this project a four lane cross section was constructed in the 1970's. This section of downtown US 231 is wide but much of the lane width is taken by parking on both sides of the street. Left turn lanes are located at some intersections leaving only one thru lane. Much of downtown Crawfordsville is considered a historic district such that additional lane widening is not likely.

### **Design Concept**

The existing roadway should be milled and resurfaced allowing for two thru lanes in each direction and left turn lanes at signalized intersections. Parking will need to be eliminated at some locations to provide the necessary pavement width for the five-lane section. Travel lanes should be striped to meet current INDOT standards. No other improvements would be required.

### **Project Scheduling**

This project could be considered at any time. The completion of the added travel lane will likely force the completion of the project. The most likely cause for delay of the project would be the public concern over lost on-street parking. The project should be constructed in 2003.

### **Project Phasing**

An alternative(s) could be considered within the NEPA process.

- Channelization Improvement on US 231 from 0.5 miles south of US 136 to US 136 in Montgomery County.

## **4.8 Project #8: Road Reconstruction on US 231 from US 136 to I-74 in Montgomery County**

### **Project Background**

The south end of this 4-lane segment of US 231 was constructed in the 1970's. A five-lane section was constructed at the north end of US 231 in the 1990's. Partially controlled access right-of-way existing along much of the corridor. There are very few private or commercial entrances. Most of those are located at the north end of the project within the 5-lane cross section. There are some public road approaches located along the four lane divided south section. Much of the south section does not meet current design standards relative to length of turn lanes, median width and median barrier.

### **Design Concept**

The existing roadway should be reconstructed to meet 4R standards as a Principal Arterial. Travel lanes and shoulder widths should meet INDOT standards. Intersections should be improved to provide adequate turn lanes. Drainage improvements should be made as required.

### **Project Scheduling**

Pavement condition will determine when this project should be constructed. The Pavement Management System should be consulted to determine when the pavement condition would require a road reconstruction project. That need will likely be within the next 10 years.

### **Project Phasing**

One An alternative(s) could be considered within the NEPA process.

- Road Reconstruction on US 231 from US 136 to I-74 in Montgomery County.

## **4.9 Project #9: New Road Construction on US 231 from 1.0 mile south of SR 32 to I-74 in Montgomery County (Crawfordsville Bypass)**

### **Project Background**

A Crawfordsville Bypass has been discussed for many years. It does not seem like the option has ever been seriously considered. Within this project's first round of public involvement included a Study Advisory Committee Meeting and a public information meeting, participants gave bypass opinions for and against. Many people complained about the amount of trucks within Crawfordsville at those trucks make it difficult to drive through town. There were complaints about the amount of noise trucks make in Crawfordsville. Many people spoke against a bypass for environmental reasons; disruption to wildlife, wetlands, stream crossings, and noise in a rural environment. Many of the opinions from the rural contingency with negative comments of a bypass form those opinions from the amount of truck traffic that is generated from the Nucor Steel area. Many of those rural residents remember the environment

before Nucor Steel located to Montgomery County in the 1980's. There was not a strong voice supporting a bypass of Crawfordsville.

Alignments were identified by the public in the first round of public involvement. The alternatives included bypass both east and west of Crawfordsville as well as maintaining the current US 231 alignment through Crawfordsville. All of those alignments were considered in the origin-destination study and in the Alternatives Analysis Phase of the EA/CS. The origin-destination study (O-D Study) did not support the need for an eastern or western bypass of Crawfordsville. Acceptable Level's of Service were determined for existing US 231. The O-D Study showed that the majority of the trips on state routes in Crawfordsville were local trips that would likely not benefit from a bypass. Since the Level's of Service on existing US 231, the INDOT Statewide Traffic Model did not present the need for a Crawfordsville bypass. Historic traffic volumes for US 231 in Crawfordsville show that traffic has continued to increase along the corridor. Though the EA/CS does not indicate an unacceptable Level of Service within the design life of this project (2025), there is not any information available that indicates that traffic will not continue to grow. Some day in the future the traffic volumes will be such that the Level of Service in Crawfordsville is unacceptable. For that reason this report recommends that this project be entered into INDOT's Long Range Plan as a Programming Placeholder.

### **Design Concept**

The bypass would be constructed along new alignment. It should be design to meet applicable standards. Lane requirements will be based on Design Year traffic volumes.

Many alignments should be considered if the project is programmed. The environmental impacts for an eastern and a western bypass would be high. Traffic modeling could determine the location of the alignment.

### **Project Scheduling**

This project is not recommended for a specific schedule, merely a Programming Placeholder. Development within and near Crawfordsville could drive the need for this project sooner than expected. Level of Service within Crawfordsville should be monitored, probably every five years to determine when and if a Crawfordsville Bypass would be required.

### **Project Phasing**

The project should be identified as one Program Placeholder. There is no need to break the project down until the need for the project is identified in more detail.

- Programming Placeholder – New Road Construction on US 231 (Crawfordsville Bypass).

## **4.10 Project #10: New Road Construction from I-74 to Tippecanoe County Road 550 S**

### **Project Background**

This segment of roadway is rural. Numerous access points both public and private are located along the project corridor. The roadway goes through the towns of Linden and Romney. From I-74 to Romney US 231 parallels closely to a high-speed CSX railroad corridor. Crashes have occurred because of the tight approach area between US 231 and the railroad and there difference in grade. Turn lanes are non-existent at many of the access points.

The south terminus of this project is I-74. The north terminus is at Tippecanoe County Road 550 South. From CR 550 S northward INDOT has already added travel lanes on a new alignment. The new section of roadway from CR 550 S to SR 26 in West Lafayette was opened to traffic in 2002.

The first round of public involvement included a Study Advisory Committee Meeting and a Public Information meeting. Those groups identified alignments from Crawfordsville to Lafayette that followed the existing alignment as well as new alignments to the east and west of existing US 231. Capacity analysis of current and future traffic indicate unacceptable Levels of Services in the future as traffic volumes are expected to increase by more than 100% in the next 25 years. Consequently, added travel lanes have been recommended. The public has expressed concern over the amount of existing traffic on US 231 going through the towns of Linden and Romney. The recommendation is to reconstruct US 231 from the existing US 231/I-74 interchange in Montgomery County utilizing some of existing US 231 before taking the alignment onto new alignment to avoid the towns of Linden and Romney. A number of alignments going east and west of Linden and Romney are being carried forward into the environmental phase.

### **Design Concept**

The improvement for the most part will follow a new terrain alignment. The environmental phase should consider using portions of the existing US 231 alignment to reduce impacts on agricultural land.

Limited access control right-of-way should be purchased for all alignments off of the existing US 231 alignment. Partial access control could be considered along areas where the existing US 231 alignment is used. But, partial access control is to be discouraged. Frontage roads should be considered where practical as a means of reducing private access openings. All public access points will be at-grade intersections. All railroad crossings should be grade separated. In areas where the US 231 alignment parallels the CSX railroad corridor, grade crossings over both alignments should be considered. Connecting roadways should be constructed between US 231 and the county road overpass approaches.

The roadway should be constructed to meet 4R standards for a Principal Arterial. Desirable standards should be applied to lane and shoulder widths, and horizontal and vertical grades. A four-lane section is required. A wide rural median should be considered but the urban type median constructed on US 231 north of CR 550 S could be considered to reduce right-of-way impacts. Public road approaches should be improved to provide appropriate turn lanes and passing blisters. Open drainage will accommodate the surface drainage of the corridor.

### **Project Scheduling**

The need for this project will exist as traffic volumes increase along the corridor. The existing Level of Service is reduced because the current roadway does not meet all current standards. Traffic volumes would expect to increase such that the added lanes could be required after 2010. But, due to the length of the project and the potential right-of-way impacts, it is recommended that the next phase of development start in the next 5 years.

### **Project Phasing**

Multiple alternatives could be considered within the NEPA process. Alignments surviving this Corridor Study existing along existing US 231 as well as new terrain east and west alignments. Combinations of the three could also be considered in the environmental phase. In general, the project could be programmed as three sections.

- New Road Construction on US 231 from I-74 to the Tippecanoe County Line in Montgomery County,
- New Road Construction on US 231 from the Montgomery County Line to SR 28 in Tippecanoe County,
- New Road Construction on US 231 from SR 28 to CR 550 S in Tippecanoe County.

## **4.11 Project #11: New Road Construction from US 52 to I-65**

### **Project Background**

This project has been identified in INDOT's Long Range Plan as well as the Tippecanoe County Area Plan Commission's Long Range Plan. Existing US 231 runs along US 52 out of West Lafayette to a point about 6 miles northwest of West Lafayette where US 52 and US 231 diverge with US 231 heading north to I-65 in White County.

The south terminus of this project is US 52. The location along US 52 is being determined within another environmental study. That environmental study evaluates new terrain alignments of US 231 from SR 26, west of the Purdue Airport to US 52, northwest of West Lafayette. That environmental study should be concluded in 2003. The north terminus is at I-65.

The first round of public involvement included a Study Advisory Committee Meeting and a public information meeting. Those groups identified alignments from US 52 to I-65 that followed the existing alignment as well as new alignments north from West Lafayette. The Existing Conditions Report shows that the existing alignment of US 231 is adequate for the traffic that uses the route. Unfortunately, the location of existing US 231 from US 52 to I-65 is very far west of where it needs to be. Consequently, the Long Range Plans identify a new terrain alignment nearer West Lafayette. The public has expressed concern over the taking of right-of-way in an area that they thought was going to remain rural.

The recommendation is to construct a new terrain US 231 from US 52 to I-65. The south termini will be determined from the ongoing environmental study, which covers US 231 from SR 26 to US 52. The north termini will be near Tippecanoe County Road 700 North. The final location of the alignment will be determined in the environmental phase.

## **Design Concept**

The improvement will follow a new terrain alignment. The environmental phase will determine the exact location of the alignment.

Limited access control right-of-way should be purchased for the entire project corridor. Frontage roads should be considered to perpetuate access to private properties. An interchange should be constructed at US 52 and at I-65. All other public access points will be at-grade intersections.

The roadway should be constructed to meet 4R standards for a Principal Arterial. Desirable standards should be applied to lane and shoulder widths, and horizontal and vertical grades. A four-lane section is required. A wide rural median could be considered but the urban type median constructed on US 231 north of CR 550 S would probably be more appropriate to reduce right-of-way impacts. Public road approaches should be improved to provide appropriate turn lanes and passing blisters. Open drainage will accommodate the surface drainage of the corridor.

## **Project Scheduling**

The need for this project will exist with the construction of US 231 from SR 26 to US 52 and development in White County. The environmental phase of this project should be accelerated in order to catch up with the project development of the southern project. The two projects are very dependant on each other and construction of either should not be completed until the environmental phase of US 231 to I-65 has been completed. The local MPO has suggested that this route be extended to the northeast to SR 43. The extension to SR 43 will increase the traffic volumes from US 52 to I-65 by diverting traffic from SR 43 and River Road into Lafayette and West Lafayette. This segment is not being recommended for programming as part of the subject study. The programming of this project is dependant on available funding, future growth in White County and execution of appropriate relinquishment agreements with Tippecanoe County and White County.

## **Project Phasing**

An alternative(s) could be considered within the NEPA process. Variations of the alternative(s) will be developed during the environmental phase to avoid impacts. The project could be programmed as two projects.

- Interchange Construction on US 231 at US 52 in Tippecanoe County,
- New Road Construction on US 231 from US 52 to I-65 in Tippecanoe County.